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WAY TO GO!

MDT January 2006 highway construction bid letting,  
the following contractors achieved DBE participation over the DBE program goal of 5.11%

First Bid Letting using RACE NEUTRAL goal objectives.....

JTL Group—Billings	STPS 310-2(10)34	Musselshell - N & S	7.85%
JTL Group—Billings	STPS 302-1(8)10	Jct Sec - 401 E & W	8.22%
Northern Improvements Co—ND	NH 20-2(23)29	South of Sidney - Southwest	8.72%
Sletten	BR 2-1(34)2	Tongue - River	10.13%
Prince, Inc.	STPP 18-1(13)2	NW of Miles City - NW	11.69%
Northern Improvements Co—ND	NH 1-10(55)581	Roosevelt Co Line - East	23.15%
DBE Company awarded as Prime			
Omo Construction	STPHS 1-3(49)199	2000-Guardrail-Marias Pass	

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TRANSPORTATION COMMISSION AWARDS  
24 CONSTRUCTION CONTRACTS  
WORTH \$63.6 MILLION

The Montana Transportation Commission awarded 24 contracts for road repairs and improvements worth about \$63.6 million at their February 6, 2006 meeting.

MDT DBE Goal Participation  
FFY 2006 DBE Goal = 5.11% (based on payment amount)

DBE Participation based on  
contracted amounts = 8.26%

DBE Participation based on  
payment amounts = 7.08%

FFY2006: The DBE participation % is the contract amounts awarded to DBE companies (both prime and subcontracts) from October 1st (start of federal fiscal year) to the current date.

As Read MDT Bid Letting Results as of January 26, 2006

Project Number	Prime Contractor	Low \$ Bid Amount	DBE Participation	
			\$ Amount	%
NH 5-2(120)20 Vic White Coyote Rd - S Ravali	Riverside Contracting, Inc.	\$17,269,806.85		
STPP 14-2(27)56 Checkerboard - West STPP 14-2(28)33 White Sulphur Springs - South	Pavement Maintenance Solutions, Inc.	\$432,263.00		
NH-PLH 5-2(142)51 Mud Creek Structures	Riverside Contracting, Inc.	\$6,974,633.45		
STPP 18-1(9)18 Angela - N & S	M K Weeden Construction, Inc.	\$10,357,139.76		
BR 2-1(34)2 Tongue - River BR-STPE 9009(11) Tongue River - Miles City	Sletten	\$6,941,342.05	\$703,036.73	10.13%
NH 20-2(23)29 South of Sidney - Southwest	Northern Improvement Co - ND	\$3,811,294.95	\$332,325.62	8.72%
NH 24-2(20)43 Ovando - East NH 24-3(29)68 Lincoln - East & West	Schellinger Construction Co.	\$3,249,999.90		
NH 1-10(55)581 Roosevelt Co Line - East	Northern Improvement Co - ND	\$1,880,859.90	\$435,369.89	23.15%
STPP 18-1(13)2 NW of Miles City - NW	Prince, Inc	\$1,680,945.38	\$196,517.93	11.69%
NH 1-2(133)134 Columbia Falls - East & West	JTL Group, Inc - Kalispell	\$1,073,508.39		
STPU 8006(2) Strevell Ave - Miles City STPU 8013(2) Wilson St - Miles City	Century Companies, Inc	\$1,136,422.00		
NH 7-2(37)83 Portable Scale Sites - Msla	Montana Materials dba LS Jensen	\$963,068.75	\$30,921.90	3.21%
NH-STPHS 8-2(61)46 Helena - East Helena	Helena Sand & Gravel, Inc	\$1,381,614.40		
STPP 35-1(14)0 St Regis - NE STPP 35-1(13)3 East of St Regis - East	Riverside Contracting, Inc	\$941,314.49		
STPS 278-1(21)30 Big Hole Pass - East & West STPP 46-2(12)8 Wisdom - West	Jim Gilman Excavating, Inc.	\$596,813.31		
STPS 310-2(10)34 Musselshell - N & S	JTL Group - Billings	\$1,157,709.00	\$90,878.92	7.85%
STPS 302-1(8)10 Jct Sec - 401 E & W	JTL Group - Billings	\$777,947.05	\$63,979.38	8.22%
STPP 21-1(19)4 Conrad - Northeast	Riverside Contracting, Inc	\$555,555.55		
IM 15-5(108)248 Cascade - N & S	Pavement Maintenance Solutions, Inc	\$525,061.92		
IM-BH 0002(757) 2002-D1-Bridge Deck & Seal STPU 8107(17) Orange Street Bridge - Missoula	Tamietti Construction Co, Inc	\$296,440.00		
BR 9026(15) Sage Creek - 23 Km E of Whitlash	Century Companies, Inc	\$289,081.10		
STPHS 1-3(49)199 2000-Guardrail-Marias Pass STPHS 36-1(21)3 2000-Slope Fltn-N Jct Mt 200	Omo Construction, Inc Windy Ridge Construction, Inc	\$168,961.56 \$24,999.10		
Total of all Federal-aid Projects for January 23, 2006 MDT Bid Letting		\$62,486,781.86	\$1,853,030.37	2.97%



The State Procurement Bureau, General Services Division now has a new web address, [gsd.mt.gov](http://gsd.mt.gov). Therefore, the new web address for the web posting page for solicitations is: [gsd.mt.gov/osbs/AGENCYLOGIN.ASP](http://gsd.mt.gov/osbs/AGENCYLOGIN.ASP)

The new URL for the solicitation web page is: <http://gsd.mt.gov/osbs/Default.asp>

**Correction ...** the Pondera Glacier Slide Project pictures in January’s issue were shown in error. Thanks for calling this mix-up to our attention. **Here’s how it really should look! .....**



**Have any idea  
who this is?**



**OR**



**What highway or  
road this is?**

***Nice Elk!***



## INVITATION FOR BIDS LETTING OF FEBRUARY 23, 2006

1. **SOUTH OF RAVALLI-MEDICINE TREE, NH 5-2(121)27 -US 93 Visitor/Interpretive Center, NH 5-2 (128)28—TWO-MONTH ADVERTISING** - Grading, gravel plant mix surfacing, prestressed concrete structure, wildlife underpass structures, retaining walls, signing, lighting, signals, drainage, restroom buildings, culverts, buried utilities, fence, lighting and landscaping. **MANDATORY PRE-BID CONFERENCE.**
2. **MEDICINE TREE - VIC RED HORN RD NH 5-2(122)31 - TWO-MONTH ADVERTISING.** Grading, gravel, PMBS, drainage, wetland sites, seeding, fencing and bridge. **MANDATORY PRE-BID CONFERENCE.**
3. **SPORTSMAN'S CAMPGROUND – EAST STPP 46-5(2)51** - Grade, gravel, plant mix surfacing and two structures on the Sportsman's Campground. Additional fencing and approach work.
4. **HYSHAM INTCH-EAST - IM 94-2(31)67** - Cold milling, plant mix bituminous surfacing, guardrail and striping
5. **EAST OF GLENTANA – EAST, STPS 248-2(5)12 - PEERLESS – EAST, SFCS 248-6(7)27** - Plant mix bituminous surfacing overlay, seal and cover, and revise bridge rail
6. **MILLIGAN CANYON INTERCHANGE - E & W, IM 90-5(63)264 - CARDWELL – HARRISON, STPS 359-1(7)1** - Milling, plant mix bituminous surfacing of driving lane only, seal and cover.
7. **MAIN & JACKRABBIT LN – BELGRADE - SFCU-STPS 291-1(5)1** - Traffic signals, curb & gutter, sidewalk, storm drains, irrigation structures, PMBS, seal & cover, signing and pavement markings.
8. **BUXTON - N & S - IM 15-2(88)116** - Overlay, seal and cover, guardrail and pavement markings.
9. **GRASS RANGE – NORTH - NH 61-3(23)45** - Cold milling, PMS overlay, seal & cover and pavement markings.
10. **JCT US 287 - NORTH & SOUTH, NH 50-1(25)4 - WEST YELLOWSTONE – NORTH, NH 50-1(26)0** cold milling, guardrail, bridge deck, seal & cover and striping
11. **ENNIS – WEST - STPP 29-1(44)0** - Mill, overlay, seal and cover.
12. **MELVILLE-N & S - STPP 45-1(24)17** - Plant mix overlay, seal & cover and bridge revisions.
13. **LAME DEER-NORTH - STPP 39-1(37)0** - Plant mix surfacing and seal & cover.
14. **JCT.SEC.-418-WEST - STPS 416-1(12)9** - Plant mix surfacing and seal & cover.
15. **EAST OF JUDITH RIVER-EAST - STPP 81-1(13)27** Cold milling, plant mix overlay, seal & cover and bridge rail revisions.
16. **BELGRADE – NORTH - SFCS 290-1(5)3** - Overlay, seal and cover, and bridge rail revision.
17. **JUDITH RIVER - 7 KM NE OF HOBSON - BR 9023(13)** - Construction of a new 32 meter prestressed concrete beam structure with grading and gravel surfacing.
18. **JCT MT 2-SW - STPS 393-1(6)0** - Seal and cover.



Montanan's recognized .....

**U.S. Department of Transportation**

**Office of Small and Disadvantaged Business Utilization  
and the Minority Resource Center**

**November 30—December 1, 2005  
Baltimore, Maryland**

### **Federal Highway Administration (FHWA) - Women Business Enterprise Award**

*Lisa Read, President,  
Quality Landscape  
Seeding, Inc., Plains,  
Montana*



Quality Landscape Seeding, Inc. has grown approximately 900% since 1999 to 2005 in gross sales and from two people on payroll to a staff of ten full-time and part-time employees. This past year, Quality Landscape was contracted to complete seeding and erosion control on several major DOT projects in the state of Montana. The company was recently selected among many companies for one project in particular because of their expert knowledge and

experience – for the seeding portion of a difficult and complex emergency slide project on Beartooth highway. Quality Landscaping continually strives to conduct highway construction work using innovative and cost-saving techniques. Ms. Read is an active participant of the Montana Contractor's Association DBE Liaison Committee, as well as, a participant of the DOT-sponsored market research study to give subcontractors a voice in this industry. She continually strives to improve conditions for subcontractors by alerting the program staff of certain issues or topics for training to assist small disadvantaged business more effectively. Ms. Read regularly attends all of the training sessions and DBE conferences.

### **Federal Highway Administration (FHWA) - Minority Business Enterprise Advocate Award**

*Vicky Koch, Civil Rights Bureau Chief, Montana  
Department of Transportation, Helena, Montana*

Mrs. Koch has been employed by the Montana Department of Transportation (MDT) for nearly 33 years and has been the Civil Rights Bureau Chief since 1997. Mrs. Koch has been a staunch advocate for the DBE firms her entire career. She has been instrumental in establishing MDT's DBE program, seeing it through many changes as the program has evolved, and has guided it to

be the successful program that it is. Mrs. Koch has played an integral part in facilitating communication within the contracting community to promote the participation of DBEs in the Federal-aid program. She oversaw the institution of the Montana Contractor's Association (MCA) DBE Liaison Committee and has been a strong advocate for MDT's DBE Supportive Services (DBESS) program. She has overseen the DBESS program's development from its early stages to the current program that provides extensive technical support, training, and business program support for the DBEs.

MONTANA DBE COMPANY MONTHLY UPDATE

Newly Certified DBE Companies

Applied Communications	Whitefish	MT	Planners, Technical Writing/Editing
M G R Marketing Tools	Worden	MT	Business Promotional Product Sales
O2 Architects PC	Billings	MT	Full Service Architecture Firm

ReCertified DBE Companies

Exeltech Consulting, Inc.	Olympia	WA	Consulting-Bridges, Tech/Prof NEC
Jares Fence Company	Billings	MT	Fencing
Apple Valley Backhoe Service	Great Falls	MT	Drainage, Sewer/Water Systems
Arrow Striping and Mfg. Inc.	Billings	MT	Painting, Striping, Const. Equipment Leasing
Burtch Construction	Dixon	MT	Clearing/Grubbing/Mowing/Brushing
Clancy Consultants, Inc.	Billings	MT	Mediation, Other Professional Services NEC
C & C Excavation, Inc.	Havre	MT	Excavating, Clearing/Grubbing/Mowing
C J M Construction Co.	Anaconda	MT	Construction, Demolition, Electrical
Claudia Montagne Public Health	Helena	MT	Technical Writing/Editing, Prof. Services
Crooked Fork Fencing	Lolo	MT	Fencing, Clearing/Grubbing/Mowing
Custom Fencing and Welding, Inc.	Sidney	MT	Fencing, Seeding
Doherty and Associates	Boise	ID	Technical Professional NEC
Eagle Rock Timber, Inc.	Idaho Falls	ID	Excavating, Clearing/Grubbing/Mowing
Kootenai Surveyors, Inc.	Libby	MT	Surveying
T J Trucking, Inc. dba Johnson Trucking	Mission	SD	Trucking
Valley Illuminators	Auburn	WA	Signs (Manufacture/Supplier)
Solid Network Solutions, LLC	Freehold	NJ	Electrical, Security/Investigation Services
Phillips Construction—Great Falls	Great Falls	MT	Demolition, Drainage, Excavating, Fencing
Smith Paving & contracting Enterprises, Inc.	Polson	MT	Asphalt, Concrete Work, Fencing, Grading
Specialty Sales, Inc.	Maple Grove	MN	Manufacturer—construction supplies
Montana Lines, Inc.	Great Falls	MT	Electrical, Striping, Traffic Control

Withdrawn DBE Companies

North Wind Environmental, Inc.	Idaho Falls	ID
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REMINDER...

Use Contract ID Numbers to Expedite Doing Business with MDT

The 5-digit **Contract ID Number** is assigned to every highway project let for bid and has been recently added to the front page of the awarded Bid Package Special Provisions. Keep in mind, the assigned Contract ID Number stays with a project as the controlling identifier whether the project stands alone, or is a tied-project from beginning through completion.

The Contract ID Number is used by MDT to find information about a particular project in its computer database throughout its lifecycle. All contractors who use

the Contract ID Number on any correspondence including payrolls, with MDT will experience fewer business related delays. Please put the Contract ID Number in the **first position** as represented below on any correspondence pertaining to a project:

**Contract ID Number** -slash mark- **Project Number**  
**01B05 / NH 5-2 (120) 20**

When you identify a project with both the **Contract ID Number** and **Project Number** as shown above; MDT will be able to respond quickly to your needs. Help MDT help you .... Request project information using the **Contract ID Number** and **Project Number** as shown above. Thanks.

Another way MDT is meeting the needs of today's businesses.



DBE RULE CLARIFICATION

Bidders List and Its Purpose

The Bidder's List is one method used for gathering information in determining appropriate DBE goals for upcoming fiscal years.

Why use the Bidder's List?

The Bidder's List is updated annually and provides the DBE Program Manager with accurate information about DBE, non-DBE contractors and subcontractors bidding on Federally-funded highway projects, such as:

- ✓ Firm name;
- ✓ Firm address;
- ✓ Firm's status as a DBE or non-DBE;
- ✓ Age of the firm; and
- ✓ The annual gross receipts of the firm. You may obtain this information by asking each firm to indicate into what gross receipts bracket they fit (*e.g.*, less than \$500,000; \$500,000-\$1 million; \$1-2 million; \$2-5 million; etc.) rather than requesting an exact figure from the firm.
- ✓ Firms actively bidding and/or working on MDT Federally-funded projects.

When do I update?

Annually— a notification letter will be sent out to all firms with the appropriate instructions. For more information, contact Leslie Wootan-Hartung, DBE Program Manager at (406) 444-6337.

Federal-Aid Highway Construction ADA Guidelines

To view the current ADA Guidelines for any Federal Aid Highway construction go to <http://www.mdt.mt.gov/business/contracting/civil/ada.shtml>

These guidelines should answer any questions regarding the installation of curb ramps or sidewalks on MDT projects.

If you have any questions, contact Alice Flesch, ADA Coordinator at (406) 444-9229 (V) or (406) 444-7696 (TTY) or by email at [aflesch@mt.gov](mailto:aflesch@mt.gov)

Quote of the Month

"Continuous effort, not strength or intelligence, is the key to unlocking our potential."

- Winston Churchill





SIDE BY SIDE

by Tom Jackson



# MEN *vs.* WOMEN operators

**M**any people assume that operating heavy construction equipment is a man's job. After all, these are big, powerful machines. Grease on the hands, mud-caked boots and the scent of diesel in the morning are just part of the job. No place for women, right?

Wrong. While there are few women operating yellow iron, the ones who do are earning praise. Could women actually be better at this traditional male job than men? We asked Steve Brown, the training director for the International Union of Operating Engineers and Mark Smith, division manager for mining services, Vista Training, to share their insights on this question.



- **Learning ability.** When it comes to training, women don't take anything for granted, Brown says. In our culture it's sometimes assumed that all men have a certain mastery of machinery. That can lead to overconfidence or lack of attention in the training stage. Women operators also do better than men in pursuing additional educational opportunities, he says. "If there are classes in GPS or any other technology related to the job, they'll be there if it can help them upgrade their abilities. The guys pick it up as they can, but women try to stay ahead of the curve."

In the training phase it quickly becomes apparent that women are either very good or very bad at equipment operation, Smith says. "Those who do make it through do very well. They are more conscientious, pay close attention and follow the rules."

*Advantage: women*

- **Machine operation.** Especially in new situations, women are gradualists, Smith says. "They're conservative at first. Some men, especially younger guys, want to go from zero to wide open in a short time and tend to get themselves in trouble. They have a tendency to hotdog it once and awhile and can really tear things up. Women progress slower but do better in the long run."

*Advantage: women*

- **Mechanical aptitude.** A lot of boys grow up playing with erector sets, bikes, go-carts and eventually cars or motorcycles. Young men who grew up with a wrench in hand develop habits of mind that are useful in understanding how things work – a big advantage when it comes to troubleshooting, repairs and general knowledge of heavy equipment.

A couple of exceptions, however, are worth noting. One, in today's world of computers and video games, fewer and fewer boys wind up in the garage in their spare time. And second, girls are not necessarily immune to the joys of the shop. "It all depends on what you're around when you're young," Brown says. If a girl grows up surrounded by a houseful of boys and their cars, it's likely she'll know something and even grow up to be proficient in shop skills.

*Advantage: men in general, but there are exceptions*

- **Attention to detail.** "I've always been impressed by how women take care of their machines" Smith says. "They keep them clean and don't leave trash in the cabs. If there was a drop of oil coming out of a wheel or something small like that they let you know about it. Very thorough."

*Advantage: women*

## VERDICT

### If you can find them, hire them

"All women want is a fair shake when they get to a job-site and to be treated just like the rest of the crew," Brown says. "Give them that and you'll be surprised at

what you'll get from them work wise." But one key to successfully integrating women into your workforce is to make sure the men you employ don't harbor any prejudicial attitudes.



# Winter Driving Safety Tips

## WHEN AROUND SNOWPLOWS,

### CONSIDER THIS:

- They travel slowly, usually 25-30 miles per hour, so if you are behind one, you may be tempted to pass. Before you do, keep in mind these important facts: When driving behind a plow, you may easily see it ahead of you - after all it is a large truck - but the plow driver may not see you.
- Snowplow drivers need to concentrate on their task and the road conditions in front of them, so they may not spot a vehicle trying to pass.
- Some Snowplows are equipped with a "wing plow," an eight-foot extension off the right side of the truck. It allows the operator to clear snow from the driving lane and shoulder at the same time. The wing plows are hard to see, so never, never pass a snowplow on the right.

Plows aren't just removing snow. They also spread sand or deicer on the road. Leave enough room between the plow and you to avoid having your car peppered with grit or sprayed with deicer.

Motorists can help ensure a safer winter driving experience if they are prepared, alert and cautious.

### Winter driving checklist

- Keep your car's windows, mirrors and lights clear of snow and ice.
- Always wear your safety belt.
- Leave a few minutes early to allow extra time to get to your destination.
- Be aware of potentially icy areas such as shady spots and bridges.
- Keep a safe distance of at least five seconds behind other vehicles and trucks that are plowing the road. Don't pass a snowplow or spreader unless it is absolutely necessary.
- Keep an emergency winter driving kit in your car. Use a plastic crate or a large, heavy canvas bag to store the following items in the trunk of your car: flashlights



with extra batteries, first aid kit with a pocket knife, at least one blanket, extra set of mittens, socks and a wool cap, small sack of sand or cat litter for generating traction under the wheels, a small shovel, bottled water, booster cables and canned fruit, nuts and a non-electric can opener.

- A winter car kit helps ensure a driver's safety, but vehicles also need attention at the start of the winter season. The American Automobile Association advises drivers to prepare their vehicles for the winter season by having a mechanic check the following items: Battery, Belts and Antifreeze, Ignition system, Lights, Flashing hazard lights, Exhaust system, Heater, Brakes, Defroster and Oil level (if necessary, replace existing oil with a winter grade oil or the SAE 10w/30 weight variety).
- Be sure you have good tires. All season radials on a front-wheel-drive passenger vehicle are adequate for most situations. Snow tires on most rear wheel drive vehicles are usually adequate. Chain restrictions in Montana are most often put into effect for commercial vehicles (semi-trailer trucks) and do not usually affect passenger vehicles.
- In poor visibility or even whiteout conditions, don't drive faster than you can see ahead. High speeds in poor or no visibility can lead to large chain reaction accidents. Remember you can't see around mountain curves and corners either.

In addition to these winter driving tips, MDT reminds all motorists to respect winter weather, conduct a pre-trip inspection of your vehicle, leave extra space between your automobile and others on the road, and never drink and drive. *Of course, always buckle up.*